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# THE MARITIME INTERESTS OF THE SOUTH AND WEST .- Concluded.

The population of the United States, according to the sixth census, may be stated at seventeen millions\* in round numbers, being nearly equally divided between Virginia and the Northern States on the one part, and North Carolina with the Southern and Western States on the other-the latter division numbering 8,470,658 souls, or within less than a hundred thousand of exactly one-half. The same returns show that all the cotton, more than half the wheat, nearly four-fifths of the corn, quite threefourths of the hogs, all the rice and the hemp, most of the tobacco, and, commercially speaking, all the sugar, that are grown, raised, and produced in the whole country, come from this section. Here, the tillers of the ground reap, at each returning harvest, and gather into their barns, forty million bushels of wheat and three hundred million bushels of corn, besides sixty millions of other cereal grains, such as oats, barley, and rye. They also grow eighty millions of pounds of rice, one hundred and thirty-five millions of sugar, and one hundred and twenty millions of tobacco, and feed, chiefly upon the wild mast of their woodlands, vast herds of swine, twenty millions in number.

These immense herds and harvests cannot be consumed by eight millions and a half of producers. The average consumption of cereal grains, as food for man and beast, is quoted by McCulloch at fifteen bushels for each person; Charles Smith, the well-informed author of the Tracts on the Corn Trade, estimated it to be at the rate of about twelve and a half bushels a year to the inhabitant. We see no reason why the laboring man in the West or South, with rich pastures and wide ranges for his cattle-with his own bountiful board spread thrice a day with meats, fruits, and vegetables-should average, for himself and his cattle, as much bread and grain as tne laboring man in England, in whose scanty dietary bread is the chief, and often the only article of food. Nevertheless, let us suppose that each inhabitant here requires, for himself and his live stock, from a third to a half more grain and breadstuffs than is allowed to one man and his cattle in England. This estimate will leave, after deducting onetenth of the whole for seed, a surplus of at least one hundred and ninety millions of bushels, in our favored region, to be disposed of in some way. The earth gave it by the sweat of man's brow; and it was not gathered by him with toil and labor to be scattered to the winds or to be burned in the fire. It cannot be consumed by the producers; it is for sale; there-

fore it must be sent abroad as merchandise to seek a market. Let us suppose that one-fifth goes by the way of the Lakes, as grain and flour, or is driven over into the neighboring States as live stock. The remainder is crowded into the channels of river trade, and sent down to New Orleans, or some other seaport of the South, for exportation. Whether it enters into the foreign or the coasting trade, all that is shipped on the Gulf has to pass out through the Straits of Florida, and is exposed alike to any dangers or obstructions that an enemy may throw in that long and narrow pass.

It is immaterial to the proof of our proposition whether the four-fifths of these one hundred and ninety millions of bushels of grain are sent abroad as bread, wheat, corn, meal, or flour, or whether they assume some other of the protean shapes of grain and come down for export as live hogs and cattle, or in barrels of pork and beef, lard, bacon, oil, or whiskey—they are the surplus produce of those regions, every bushel of which enters, in some shape or other, into the channels of the Southern and Western commerce.\*

Valuing, then, this produce—whether in its manufactured or raw state, whether it be converted into meat or drink—at the low estimate of twenty-five cents a bushel, we have the sum of thirty-eight millions of dollars, to be added to the fifty-sevent millions already accounted for. To this may be added three millions of dollars for Southern rice, six millions of dollars for Western tobacco, and as much for sugar—in all one hundred and ten millions of dollars, exclusive of lead,‡ iron, lumber, hemp, and naval stores, as the present annual amount of exports from the South and West.

New York indeed is the principal focus of trade, the place where the great commercial fairs of the country are held. But the back country, which sends down, through the inland channels of communication, its surplus produce to New York for exportation, affords but a scanty supply when compared to that which supplies New Orleans and the Gulf ports with their

\*Commerce.—Up to the 14th of June last, there had arrived at New Orleans 1,065,000 bales of cotton; 67,400 hhds. of tobacco, which was still arriving freely; 284,000 kegs, 202,450 barrels, and 1,422 hhds of lard, besides 921 barrels lard oil; 196,000 barrels, 2,400 hhds., and 6,806,000 pounds, in bulk, of pork; 105,000 barrels and sacks of wheat; 461,500 barrels of flour; and 424,000 pigs of lead; besides other articles, such as bacon, corn, meals sugar, beef, copper, lumber, whiskey, hemp, bagging, rope, live stock, &cc.

† The value of the cotton crop of 1841, though not so large, by several hundred thousand bales, as that of 1842, (the one we have been considering,) was estimated by the Commissioner of Ps. tents at \$62,000,000.

t The lead exported from New Orleans alone, in the season of 1841-'42, was 447,000 pigs, which, by the price current of the day, is quoted at 82 20 the pig, thus giving another million for this item.

<sup>\*</sup> There were 17,063,353 inhabitants.

no cotton, no hemp, no tobacco, no rice; nor does it supply commerce with any of its sugar. The quantity of grain of all sorts produced in that State lacks one-half of being as much to the inhabitant as the general average of the whole United States gives to each person. If we allow but four and a half bushels of wheat to each person for bread, the people of that State will only average a peck a piece for export. So, if we take all the grain produced in that State, and deduct an average of twenty bushels for each person as the quantity consumed by man and beast, there will remain for commerce only about a bushel to each inhabitant. What other of the great staples of the country does New York produce? have lumber and ashes, but when we come to reckon in millions, we shall find that these articles are trifling in amount. Much of the back country produce, we know, is drawn off from New York, through the Albany railroad, for consumption in the Eastern States. But, giving her, through the Erie canal. half of the surplus wheat crops of Ohio, Illinois, Indiana, and Michigan, we shall find then that her corn trade from the back country does not amount to one tenth part, in value, of the cotton trade from the South.

Seeing, then, that New York receives from her back country, through her channels of inland trade, so small a portion of that produce which she sends out to all parts of the world, it may be asked whence does she obtain it?

The answer to this question has an important bearing upon the subject of coast defences. New York has her daily or her weekly line of packets plying between her wharves and every port of any commercial importance in the United States. Through these vast fleets of coasters she collects together the surplus produce of other States, with which she carries on her immense trade. Not so with New Orleans and the Gulf ports; they derive the exports almost exclusively through the rivers and roads of their back country.

Let us now, with a view of illustrating the bearings of this circumstance upon a wise system of na tional defences, suppose New York to be blockaded by the fleet of an enemy, what degree of distress would the country at large suffer from it? wheat of northern Ohio, Indiana, &c., could go down the Mississippi if the mouth of the Hudson were closed. The naval stores from North Carolina, the cetton and the rice and other articles from the South, the pork, &c., from the West, which are sent to New York for transhipment, would not be shut out from the sea because Sandy Hook happened to be blockaded; they would have the broad ocean free and open before them, and they could, without stopping at New York on their way, be shipped from their Southern ports direct for their foreign market place. This, it is true, would distress New York herself, and embarrass one or two of her neighbors, perhaps: moreover, it might at first cause some little inconvenience to the mercantile community. But we are not considering its effects upon sections and classes;

articles of commerce. The State of New York grows | upon the nation at large, in its influence upon the industry, the prosperity, and welfare of the great body of the people. In this light such a blockade would be to the whole country like the stopping up of one of the outlets at the delta of the Mississippi : in either case, commerce would be thrown into new channels, a little turbid and perhaps inconvenient at first, because new, but, except to those in the immediate vicinity, whose lands would be overflown or property injured, there would be nothing in the blockade of New York like public distress; for all the produce that is exported thence could, like the waters of the Mississippi, if obstructed in one channel, find new and other, and perhaps better outlets. At most the blockade of New York would but be a great national inconvenience.

Now, on the other hand, let us suppose that this hostile fleet raises the blockade of New York and sends down a squadron of ships to occupy the Tortugas and block up the Florida straits; the cotton of the South cannot flow up the Mississippi if the mouth of this river be closed to commerce; the torrent is obstructed in its mountain pass, and there is no other channel through which it can escape. it cannot break away the barrier and force its way out through this one, it must carry stagnation back to its very sources; and, with the reflux, spread ruin and desolation over the land. The commerce of the Gulf is thus struck down at a blow; its only outlet is in the hands of an enemy; our nearest naval station is at the North, a thousand miles distant and more; his is among the West Indies, close at hand. Not a stitch of canvas can leave the Gulf but by his leave. Pittsburg and Wheeling, Cincinnati and Louisville, now become as besieged cities; the wharves of St. Louis and Memphis, of Natchez and New Orleans, are as lifeless as if the enemy had set himself down before each of these cities, and drawn chains across the river below them. Every town and hamlet throughout the whole length and breadth of the great Valley of the West suffers a rigid blockade. At the North the spindles of Lowell cease to go round; her operatives are thrown out of employment to starve in the streets, and the twenty-five millions of dollars invested in the cotton factories of New England are sunk in the general ruin, for their supplies from the South are cut off. The waters of the Mississippi no longer teem with life and animation; throughout their fertile plains the hand of industry is paralyzed, and the task of the husbandman becomes a burden not to be borne, because the people have lost with their commerce the incentives of trade and the rewards of labor: they have no market for the produce of their lands, they receive no merchan. dise in exchange for their corn and oil.

Can there be any thing in the wide scope of legislation more truly national in all its bearings than the securing and making sure the command of such a passage as this? In the whole range of coast defences there is no point more important than it, none half so much exposed. Should Congress, by an act, raze the forts on the Mississippi, and throw that river, from Memphis down, open to all nations, and we speak of the supposed blockade in its bearings make its navigation free, the commerce of the West

could not be more exposed and defenceless than it the arsenals to form two batteries to defend the ennow is, when it enters the Straits of Florida on its way out to sea and a market. What would it avail. though the West should send its produce to New Orleans, if it could go no farther? Unless a way out of the Gulf should be opened to it, it would be far better off on the plantations where it is grown. The immediate borders on one side of this exposed and dangerous market path from the Gulf are owned by Spain and England; on the other by the United States. These two nations have done all that can be done to fortify and to strengthen themselves on their side of this great commercial thoroughfare; while we have done nothing to secure a safe passage through it for our vessels, though we have incomparably so much more at stake than they.

We have laid great stress upon the facility with which an enemy in the Straits of Florida might annoy the Gulf commerce, and we have said it might be entirely destroyed by a force altogether insignificant as to its strength, and such as any third or fourth rate naval power could at all times command and send against it. Fully to appreciate the helpless. ness of merchantmen and to illustrate the degree of panic and consternation which an armed cruiser in search of prizes spreads among them and those who have argosies at sea, we have only to recollect what has been done in other times by our own men of war.

In 1777, Captain Wickes, in the Reprisal, with two small cruisers, made his appearance off the coast of England. We quote from the papers of the dayauthentic extracts from which have been kindly furnished by a friend-to show the alarm and distress which that small force spread among English ship. ping and commerce, where they had no narrow and unprotected straits first to pass through.

" June 26th, 1747.

"Orders were sent to Plymouth for two of His Majesty's frigates to sail immediately on a cruise between Lisbon and Madeira, as some intelligence has lately been received that several American privateers were cruising about that place and had stopped seve. ral English ships, but, being in ballast, had released them."—Lad. Mag., July, 1777, vol. 8, p. 387.

" July 2d, 1777.

"Orders were sent to the commissioners of the several dock-yards for the immediate fitting out of several sloops-of-war, to be employed as cruisers for the better protection of the trade."

" July 3d, 1777.

"Orders were sent to the Governors of Jersey and Guernsey for all the fortifications on the said islands to be put in a proper state of defence.'

" July 5th, 1777

"Dublin has been thrown into the utmost state of consternation by the appearance of the American privateers on this coast. A stop is put to all trade. Not one of the linen ships that were loaded for Chester Fair are suffered to depart, upon which account the fair must be postponed, if any fair be held. The Lord Lieutenant has thought it expedient, lest the Americans should make any attempt upon the shipping in this harbor, to order cannon from vice." In w behavioring on the bladge of to second an 2

trance of it. ovad vilerians A odl

"No insurance can be procured, and linen has already fallen a penny a yard. I be their sail

"They are unloading the linen ships with the utmost diligence for fear of an attempt to burn them; and all the vessels are drawn as near as possible to the bridge."—Lad. Mag., July, 1777, vol. 8, p. 388. Copy of a letter from Philip Stephens, Secretary of

the Admiralty, to William Corslin, Mayor of Liverpaol.

" July 11th, 1777. "My Lords Commissioners of the Admiralty having stationed the Albion (74,) Exeter (64,) Arethuna (32,) and Ceres (sloop-of-war,) between the coasts of Great Britain and Ireland, in quest of American privateers, and for the protection of trade in those parts, I am commanded by their lordships to acquaint you thereof," &c .- Lad Mag., July, 1777, vol. 8, pp.

alistica saturday, July 12th, 1777.

"The American privateers having made several captures on the Scotch and Irish coast, the merchants and inhabitants of Greenock and Glasgow have entered into subscriptions for fitting out four armed vessels for the protection of their own trade."-Gent. Mag., July, 1777, vol. 47, p. 349.

" July 14th, 1777.

"One hundred and twenty ships of the British navy are now in commission, viz: fifty-five ships-ofthe-line, forty six frigates, and nineteen sloops ofwar. But in consequence of repeated information being sent to the Admiralty Board of the great number of American privateers [only three] cruising in the Irish channel, contracts are made by Government for several ships, which are to be fitted out as armed ships for the better protection of the trade."-Lad. Mag., July, 1777, vol. 8, p. 389.

WHITE HAVEN, July 15th, 1777.

"During no time since the war, were the people on this coast half so much frightened as they have been lately on the appearance of the American privateers. An express went off to our Lord Lieutenant (Sir James Lowther) of the county of Cumberland, to call out the militia for the defence of the coast, as they were apprehensive that the Americans would land; to which Sir James sent word that he would immediately call out the militia, and, that it might be as little detrimental to the country as possible, he would divide the time, and fix the first fortnight now, the other after harvest. Three companies are accordingly stationed here."-Lad. Mag., July, 1777, newly engage to reaso. 986. q v8. lov

A list of line-of-battle ships cruising in the English Channel is then given: It shows that there were twenty-eight: di most mathiba a to asnoup

sect to his Majest " July 17th, 1777. "The Lords of the Admiralty have ordered Cap. tain Burdon of his Majesty's sloop Drake, to cruise between Harwich and Gorce in the track of the packet boats for the protection of the said vessels. and of the trade of his Majesty's subjects. She sailed on the 16th instant from the Downs on that serdir sairs with the mi-

limited or semulated over a July 21st, 1977.

"The Lords of the Admiralty have been pleased to order two ships of war and a sloop to cruise between the Mull of Gallway and Cantyre."

" July 22d, 1777.

Portsmouth for seven frigutes, in addition to those already sailed, to proceed to the north of Ireland in search of American privateers that infest that coast."

" July 23d, 1777.

"Orders have been issued for repairing the fortifications at Kinsale, the Cove of Cork, Waterford, Carrickfergus, and other ports of Ireland, and six frigates will be stationed in St. Geoge's Channel to prevent the future depredations of the Provincial privateers."—Lad. Mag., July, 1777, p. 389.

" July 25th, 1777.

"Orders were given from the War Office for a general survey of ordnance and military stores in the several fortresses throughout Great Britain and Ireland."

" July 26th, 1777.

"The Mayor and Corporation of Londonderry, in Ireland, have raised a subscription of six hundred pounds to repair the fortifications of that city, and likewise to fit out a ship-of.war of twenty-eight guns for the protection of their trade."

" August 11th, 1777.

"Orders have been given to the artificers of his Majesty's dock yard at Deptford to work double tides in building a number of small vessels, which are to carry twenty guns each, and to cruise against Americans in the channel."

" August 12th, 1777.

" Press warrants are issued for landsmen at all the principal towns in England and Wales."

" August 14th, 1777.

"The number of line-of-battle smps now on cruises round England, and lying in the several ports of Portsmouth, Plymouth, and Cheltenham, amount to thirty-two, from sixty to minety guns."—Lad. Mag., August, 1777, vol. 8, pp. 443-4-5.

"London, August 25th, 1777.

"The Secretary of the Admiralty has written to Captain Battorel, (the regulating officer at White Haven,) informing him that the Lords Commissioners of the Admiralty have directed the Navy Board to hire a number of armed ships, capable of carrying twenty guns at least, to be employed as coasting convoys, for the protection of the trade of the several great trading towns of the kingdom, provided such towns will respectively engage to raise men to man them."

"NEWCASTLE, August 30th, 1777.

"In consequence of a petition from the masters and owners of ships of this port to his Majesty, seconded by Sir Mathew White Ridley, Bart., one of our members, an order from his Majesty in council has this week been received to permit the ships in the coal trade, to take on board guns and stores for defence in case of an attack from an enemy."—Lad. Mag., September, 1777, vol. 8, p. 499.

The coasts of England were surrounded with arm-

led cruisers and her harbors bristled with cannon, yet such is the picture drawn from the papers of that day of the alarm and distress created in the realm by three small armed cruisers from America. In comparison our Gulf commerce is perfectly defence less. Instead of passing from port at once out upon the broad ocean, it must first sail through a long and narrow channel, with the unoccupied harbors of Key West and the Tortugas at its very entrance, hundreds of miles removed from the nearest dock yards. With these harbors thus situated the enemy at the the first notes of war will not fail to land his guns on them, throw up his water batteries to defend them, and thus secure a position in this stronghold, from which he cannot be removed, and from which he may command the Gulf with its floating millions. Are the Southern and Western States content that their commerce and coasts should continue in such a defenceless and vulnerable state? Are they willing that they should be left with their weakness to invite attack? If three small vessels in the Irish sea, thousands of miles from home, without a harber of refuge or a place of rendezveus, could stop Chester Fair and the Dublin trade; if they could destroy insurance, cause the ships in port to be unloaded, and linen to fall a penny a yard; if they could call out the whole English navy in pursuit, force the Crown to hire and to buy other ships, and compel artificers at the Deptford Docks to work double tides in building more; if they could cause press-gangs to raise the voice of wo and lamentation in every town throughout the kingdom; if they could alarm the laborer in the field and force the reaper in the harvest to lay down his sickle; if a sloop, a brig, and a cutter, along the distant coasts of England and among swarms of armed cruisers, could do all this, in spite of her "wooden walls," their strength and numbers-might not an enemy, equally bold and daring, and with a few more dashing cruisers like these, having their ports of refuge in the West Indies close at hand, spread as great alarm among the people of the South, cause their cotton to fall its penny a pound, and create like distress among the ships of New Orleans and the trade of the Gulf?

Do the people who send to market through the Gulf bear sufficiently in mind the fact, that for years pust they have contributed largely of their substance in building up a system of harbor and naval defences at the North, almost to the entire neglect of their own? They have given of their money to raise an island up from the bottom of the sea and to build fortifica. tions upon it for the defence of a Northern harbor; but though Nature has formed for them her islands at the South and placed them in positions a thousand times more important than this, they have yet to receive from Congress the first dollar for fortifying these out-posts. What is Long Island Sound, the Delaware, or the Chesapeake Bay, or all together, in comparison to the Gulf of Mexico? Millions upon millions have been voted and squandered and expended in protecting them, but what for Gulf defences? Comparatively nothing. And yet there is no country in the world whose natural advantages are comparable to those of the Mississippi valley for naval means and warlike resources. Half the naval strength that now lies dormant and neglected in that valley, could not be put forth by any other nation for ten times the sum that would call this out. With proper naval establishments erected now on the banks of the Mississippi river; with the necessary work. shops, and munitions of war provided beforehand; with a fit place of rendezvous at Key West or the Tortugas, the West, with a few months' notice, could send down to the Gulf of Mexico a fleet of war steamers such as the world never saw; they would crown our weak points with strength, make her queen of the Gulf, and this country perfect mistress of the adjacent soa. On the Western waters every thing that is required for building or equipping, arming, manning, and subsisting a navy, is to be found in great abundance, of the best quality, and at the cheapest rates; coal at four dollars the ton, hills full of iron, fields smiling with plenty, and forests of the finest timber which may be felled and fashioned al. most where it falls into the stoutest vessels of war; the streams are alive with boats which contain engines, men, and machinery, that, with a moment's warning, would be at their country's service, ready in any numbers to be transferred from the frail river-craft, no enemy would dare to enter the Gulf.

Are the people of the Mississippi valley, of the Captain Tattnall, of the navy. Gulf. and South Atlantic States aware that they have lent their aid in fortifying the coast from Norfolk up day among piles of rubbish at Washington, where it at the average rate of a gun for every three hundred chanced to meet our eye. With this chart under the and eighty yards, while their own Gulf and sea bushel, we have often heard it admitted from all coasts can count on an average but one gun in ten times that distance? Are these people heedless of of the necessary preparations for defence now, because they prefer, when the evils of war do come, to imitate the colliers of Newcastle, the merchants and harbors there of sufficient water. To amuse Southpeople of Greenock and Glasgow? Will they pray Congress for leave to arm their "broad horns" or to defend and to give protection as the other. Or, do they continue to listen to the yearly cry of give! give! for preparing and making ready at the East, for building and fortifying at the North, because, when defences are wanted at the South, they are ready to make them of cotton bags? Their cotton bags they will have to defend: and all the ships that they can build, all the cotton traders and colliers that they can arm, will be of no avail, their cotton bags of no use, unless the Dry Tortugas be occupied as a military and naval station beforehand. These islands must be fortified. Unless they be for. tified, and unless also a dock yard be established on the Mississippi, there is no safety in war for the commerce of the West, neither can protection be given to the trade from the South.

defend their own firesides? Therefore, into their hands should the defences of the Gulf be committed. The navy that is kept there should be taught to look upon those regions as its home; they are now as a foreign station to our ships in the Gulf. When one of them ends her cruise in the Gulf, she goes to the North to be laid up; her men are taken to the North, there to be paid off and discharged: if any thing is wanting for her, they send to the North for it. If she meet with any accident, or sustain any injury, she goes straight there to have it examined and repaired. There the ship, her officers, and her crew, are all sent to spend their money, and they consider it their home. With a dock yard at Memphis for steamers, their supplies and their crews should be all drawn from the river towns. When the vessels are to be repaired or laid up and discharged, they should be sent there. There they should be manned and paid off. That, and not the North, should be their home.

General Jackson had been down upon the Gulf coast during the war. As a military man he at once saw the necessity and comprehended at a glance the value which some strong point in the Straits of Florida would prove to this country. So fully alive to the green but stronger hulls just from the forest. was he to the importance of protecting them in Congress has but to will the dock yard of Memphis peace and of commanding them in war, that a short into being, and at the echo along the Western rivers time after he reached the Presidential chair he deof the first notes of war sounded in its hall, hosts of clared to a friend that the three things he had most armed steamers, like Roderic Dhu's men, would at heart were, to pay off the national debt, to fortify come from every glade and valley of the West, full the Dry Tortugas, and to break down the United rigged and equipped for battle. Mith such resources States Bank. Accordingly, one of the first acts of and the means provided for bringing them into play, his administration was to order an examination of those islands. The survey was made in 1829 by

The result of this survey was turned up the other sides on the floors of Congress that a strong naval station at the South was of the first importance to a proper system of national defences; but it has always been added in the same breath, you have no ern members, vessel after vessel has been sent there on what has been called the "survey of Southern their cotton-ships? Which? The one will be as able harbors." But the officers in charge have not been directed to search for harbors of the requisite depth of water; they have been sent to survey those which it was already known had not water enough to admit frigates and larger vessels. Since Captain Tattnall's survey the Tortugas have always received the go-by. His chart of them has never been suffered to see the light, while those of Beaufort, Wilmington, Sappelo, Doboy, Brunswick, St. Joseph's, and others, with their bars of eight, twelve, or sixteen feet of water, or other practical objections, have been published by the thousands and scattered to the four winds, creating the impression over the country, on the public mind, that there can be found no harbor at the South fit for a dock-yard or naval establishment. This game has been going on for the last twelve or fourteen years, though fancy could not Who but the Southern and Western people should form nor imagination draw a more beautiful harbor;

one more advantageously situated or better calculated for all the purposes required of one there, than that which Captain Tattnall visited and surveyed at the Tortugas. His chart is on a large scale, and the description which he gives of the harbor and its ad yantages is rather tame than overwrought.

"The outer harbor," says he, in his official report of 28th February, 1830, "is in the centre of the whole group of keys and reefs. Its extent is one and three-quarters by one and a half miles, and its depth generally eight\* fathoms. It has three entrances from sea, with water sufficient for the largest vessels. We have no hesitation in recommending it as a safe and commodious man-ofwar harbor. The small harbor consists of two basins, the largest of which is 1,200 by 700 yards, the smallest 600 by 400 yards. The depth of the for. mer is from 28 to 40 feet, of the latter 16 to 24. The entrances are from the outer harbor by channels of 35 feet into the large, and 23 feet into the small basin. The two basins are connected by a channel of 23 feet; so that vessels may haul from one into the other. This harbor is so completely walled in by the koys and flats that the water in the heaviest gales is perfectly smooth. It is, indeed, a natural dock, as easy of access and as safe as can be desired. It would accommodate the greater part of our navy."

As to the facilities of supplying the place in the event of war, Captain Tatnall continues:

"The keys and reefs occupy a circumference of thirty miles: the three channels from the sea for large ships are all in different directions, and there are numerous passages through the reefs, by which vessels of light draught of water might enter the harbor. To these may be added the excellent navigation for small vessels through the whole Florida reef, &c., from which supplies could be received at all times."

And, as to the susceptibility of defence, he remarks:

"On this point we can merely venture an opinion, as our profession does not lead us to any accurate knowledge of the subject."

But what the modesty of this meritorious officer would not allow him to do, has been done by the most skilful engineers and the most able military men of the country.

We quote from a very valuable report made by a board of army officers on national defences. (House Doc. No. 206, 1st session, 26th Congress:)

"A naval force designed to control the navigation of the Gulf, could desire no better position than Key West or the Tortugas. Upon the very way side of the only path through the Gulf, it is, at the same time, well situated as to all the great ports therein. It overlooks Havana, Pensacola, Mobile, the mouths of the Mississippi, and both the inlet and the outlet of the Gulf.

"The Tortugas harbors in particular are said to afford shelter for vessels of every class, with the greatest facility of ingress and egress. And there can be

\* Forty-eight feet. The draught of a seventy-four is never more than twenty-six feet.

no doubt that an adversary, in possession of large naval means, would, with great advantage, make these harbors his habitual resort, and his point of general rendezvous and concentration for all operations on this sea. With an enemy thus posted, the navigation of the Gulf by us would be imminently hazardous, if not impossible; and nothing but absolute naval superiority would avail any thing against bin. Mere military means could approach no nearer than the nearest shore of the continent.

"It is believed that there are no harbers in the Gulf at all comparable with these, that an enemy could resort to with his larger vessels. To deprive him of these would, therefore, be interfering mate. rially with an organized system of naval operations in that sea. The defence of these harbors would, however, do much more than this. It would transfer to our own squadron, even should it be inferior, these most valuable positions, and it would afford a point of refuge to our navy and our commerce at the very spot where it would be most necessary and useful. By occupying two, or at most three, small islands, the harbors of the Dry Tortugas (there being an inner and an outer harbor) may be thoroughly protected." tron the

Only three millions of dollars—less than the harbor defences of Norfolk have cost—are required, according to the estimates of the Engineer Department, to put both Key West and the Tortugas in a complete state of defence. What are three millions in comparison with the interests at stake? It is not a tithe of what the South and West have paid for the defences of the North. Nay, it is scarce a tithe of the taxes levied every year in tariffs of revenue and protection upon these two regions, and taken from them, either directly in the shape of navy and army appropriations, or indirectly in the shape of bounties to manufactures, and expended at the North.

But, let us view the subject in another light.

England has hedged us in at the South with a chain of islands and military posts and naval stations so closely linked that the sound of her cannon might be heard in one unbroken line from the mouths of the Oronoco to the waters of the Southern Georgia. But this military net-work would avail her little in her schemes of ocean grandeur, unless, while there is peace, she should create and foster a commercial marine, sufficient to supply her with the personnel requisite to meet her heavy demands for seamen in war. The sceptre of the seas is the cherished object of her heart, and though she has moved nations and stirred up kingdoms, and filled the world with alarms at her feats in battle on account of it, there never was a time when she has made greater efforts than she is now making to preserve the trident in her own and to keep it from the hands of others. For the most part, these efforts and sacrifices are peaceful, it is true; but the time has come when she must, with her own hands, throw down one, or consent to see, each in the great trio of her national idols gradually shorn of its power and grandeur. Grinding corn laws have built up an agricultural interest on principles at variance with the manufacturing and commercial prosperity of the realm. From time to time this in terest has been trenched upon more and more, gradually to enlarge the privileges of the other two. If history of England, we shall find that the time was when Legislature declared trade with France a nuisance, and that it was once against the laws to export corn or cattle; then came an export duty, and then a bounty on the latter. And, even a few years ago, it could not be imported until famine was about to come upon the land. But, as other nations have increased in commercial importance, and began to compete with Great Britain in manufactures and trade, she has redoubled her efforts and multiplied her sacrifices. Lest should be overtaken in the race, she has continually pampered her ships with some privilege or other at the expense of the landed into-

Now, while we write the Ministry have staked their places upon the Canada Corn Bill-another encroachment upon the former privileges of the agri-

and exfensive trade, through Canada, with England, can buy cheapest, create us a monoply on his ships, policy of the Prime Minister shows that he never our ships may fatch and carry cheap, and out-do loses sight for a moment, is there not, also, in the those of other nations in the great business of the two bills of corn to Canada and pork to the West effect upon American legislation? Will not the States who send their produce to the markets thus opened be likely, as the trade begins to flourish, to receive an intimation from the other side of the water that these market places may be closed again. unless the so called spirit of reciprocity be manifest. ed in our legislative halls towards certain articles of English manufacture?

With such measures as these in agitation in England, Mr. Webster, in declaiming against the unreciprocal advantages of reciprocity treaties, appealed, in his speech of September, 1842, at Fanueil Hall " to a shipping merchant on his right, to say, if it

were not true, that a great portion of the earrying trade of this country is done in foreign bottoms," " Mr. Rich," says the reporter, " replied emphaticalwe look back into the commercial and agricultural ly, It is true." But had Mr. Rich been asked to say, why it is that it should be true, he would, as a shipping merchant, hardly have ascribed it wholly, as Mr. Webster then, and afterwards in Baltimore also, did, to the effect of "reciprocity traties". As a shipping merchant, we should have referred him for explanation, to the report of his neighbor, Mr. Saltonstall, from the Committee on Manufactures, and which ushered in the present tariff, and we should have asked him to contrast the exhibits there made, touching our shipping interest, with the policy of Great Britain in regard to hers, and then to say, if the tariff arguments there presented do not contain their own refutation, and show that the loss of our carrying trade is attributable rather to our system of protection than to our reciprocity treaties.

In this Report, the sailmakers of New York represent that their trade has dwindled down to a culturists, for the benefit of the commercial and mere patching business, for the want of protections, manufacturing interests of the realm. In advocating Mr, Olson tells the Committee, (we give, in a note." the passage of this bill, the British Premier resorted the statement of an account presented by him,) that to artifice, and was guilty of a quibble. As to its the ships from New York are in the habit of buying operation, he represented to the manufacturers that their sails in Europe; and that they buy there for it would make bread cheap, and to the farmers that one thousand five hundred dollars, a suit of sails it would keep up the price of their corn. And, not which he could not furnish here for less than two to excite the fears of his agricultural friends in Par- thousand one hundred dollars. Therefore, says he, liament, he quoted from McCalloch to show that the protect us, Tax the profitable labor of the ship six United States are not a grain growing country! handred dollars, on every suit of sails, for our benefit.

The average price of wheat in England, for the Instead of allowing her to sail cheap, and to freight few last years, has been \$1 44 to \$1 50 the bushel. low, and therefore to compete in the carrying trade. The whole charge for duties and freight between with the ships of other nations, saddle her with the Canada and England will not exceed thirty cents. burdens of protection for the encouragement of your Unless wheat can be brought over from Pomerania sailmakers. The cordwainers and ironmongers, and and the Baltic, and delivered in Canada cheaper the host of artificers concerned in the building and than it can be from Ohio and the Western States, equipment of ships, all hold the same language. In. this bill will, in all probability, give rise to a new stead of allowing the ship-owner to buy where he all of which will be carried on in English bottoms; say they, and compel him to buy from us at home; if so, it will have the effect of keeping the price of and, for this privilege, make him pay the sailmaker, corn in England below the mark on the sliding scale a bounty of six hundred dollars every year or two; at which direct importation of wheat may take place the cordwainer, quite as much; the forger of chains from foreign countries. Bisides the encouragement and anchors, a little more; and so on down to the of the shipping interest of the welfare of which the plumber and painter. And, for what? Not that

\* Note. Witness states that since his former, examination, he Indies, a double object in view? Are they not in- has been at home, (New York,) and procured the cost of a suit of tended to benefit English manufacturers by their sails in New York, and in Liverpool, which he submits to the Committee and is hereunto unnexed, marked A. The statement was mittee and is hereunto annexed, marked A. The statement was procured from the most authentic sources and may be relied on,

(Signed) Statement showing the cost of a suit of the best English, duck for a ship of 700 tons, at the port of New York !

Required 100 bolts of duck of 40 yards each, at \$14 50 per bolt, light and heavy averaged,

Cost of materials for working up, including bolt rope, &c., at 83 per bolt, blo 350,00 300,00 Cost of labor for working up, at \$3 per bolt,

82,100,00 Statement showing the cost of same for same in Liverpool :

Required 100 bolts of duck of 40 yards each, at 811 per bolt, Cost of working up, including labor, bolt rope, &c.

and before our year deers, does it not be

ocean-not that the State may have a nursery for seamen to meet its exigencies in war-not that they may give us power at sea, and strengthen us at home, and develop for us the true elements of national greatness and maritime consequence-no, not for these: but that a few workshops at the North may rival in oppressive monopolies the Estancos of Spain, and that the American ship-master may enjoy the great and glorious privilege of having, for a good large bounty, his own countrymen to stitch his sails, to lay his rope, and to weld his chains and anchors for him. Congress lends a willing year, and passes its "bills of abominations." Thus the operations of the tariff are extended from the land to the sea, and made to bear upon the labor of the sailor, as they do upon that of the South and West; the hard earnings of all are wrung from them to make more profitable the calling of the Northern artificers. And here we will add, by way of parenthesis, that we are not of those who maintain that the cotton growers exclusively pay the protection, and the producer, the duties. We maintain that the consumer pays the duties, and the profitable labor of the country, the boun. ties of protection, -and therefore, the South and West being the chief seat of the profitable and unproductive labor of the country, that these two regions pay for the protection to the Northern manufacturer, precisely as the ship pays the protection to the sailmaker.

With these burdens, can American ships compete with English bottoms as carriers, who are protected and privileged, and allowed all their provisions and every article of ship-chandelry in bond, or duty free? A commercial friend in Liverpool has been chartering ships there to come over here in ballast, and to carry back cargoes of cotton from our Southern ports at one half-penny freight, which is far below the rates at which American ships can carry, even with the chances of a return cargo.

Is it not owing to this circumstance as much as to the effect of a "reciprocity treaty" with the little town of Brunn, we would ask Mr. Rich, that we are losing the carrying trade of our country-if, indeed, we are losing it?

The agricultural interests of England have for ages past been considered as one of the chief sources of the wealth and greatness of the realm. The contest that she is now carrying on for her ocean supremacy is not with foreign States nor a strange people, but it is in a war among her own members. She is making ready to lay her own hands upon what she once considered the life of the land. Therefore it is, we say, that that country has never before been making greater efforts than she is now making to preserve her power and consequence on the seas. It must be a severe trial to the stout hearts of those "good old English country gentlemen," renowned in songs to see their agricultural Penates taken away from them, and offered up, one by one, by the son of a cotton spinner, on altars beyond the sea, to propitiate the great Moloch of trade.

While England, our great rival in peace and chief self at sea, and before our very doors, does it not be-lland navigation to Jupiter inlet.

come us also to guard our weak points, and to put ourselves in an attitude of defence in case of war? We have thousands of watermen on the Western rivers, ready, at a moment's warning, to take up arms in the Navy for the defence of their shores. With these as a reserve, we want but a boat-yard on the Mississippi, from which we can build, equip, and send down a steam navy to succor the Tortugas, and to protect and defend our Gulf trade, in spite of any force which an enemy might place to the north of those reefs, to compel our Navy from the North into a general action, before it could enter the Gulf. Memphis has been examined for this purpose by three intelligent officers of the Navy. Their report is highly favorable, and all the friends of the measure could wish. With the wedge thus tipped and entered; we hope to see it driven home at the approaching session of Congress. With great liberality, and a spirit of patriotism worthy of their State, the authorities of Memphis have offered the site fixed upon by these officers-and which is within the city-as the most suitable one for the dock-yard, at twenty thousand dollars.

Before we dismiss the subject of balancing the Federal patronage, and of distributing it equally to all sections, as far as is consistent with the public weal, and conducive to the object in view, we would have on the western side of the equation a naval school, to balance West Point in the East. This subject and that of the Memphis dock-yard have been fully discussed in the letters of Harry Bluff to Mr. Clay, published in the Southern Literary Messenger of 1840, to which the reader is referred for views in detail.

DRY DOCK .- We understand that a petition is now receiving signatures for a dry dock to be built at our navy-yard. The advantages of our yard are too apparent to need any comment now. Nature has already done more than half the work which would be necessary to be performed at New York or any other navy-yard. Several of the members of Congress from Maine and New Hampshire will visit the yard on Saturday next, to be enabled to represent the matter from personal investigation .- Portemouth Journal.

A petition for the same object is now circulating in this town. We hope our citizens will lend their names and influence for the accomplishment of so desirable an object. It is for the interest both of the Government and our own State to furnish every facility for building and repairing ships at this stations Saco Democrat.

FLORIDA.—The St. Augustine News says that the portage of Haulover, connecting Mosquito South Lagoon with the head waters of Indian river, is about being examined by order of Gen. Worth previous to cutting a canal thereat. This duty is entrusted to Lieut. J. E. Blake, of the Topographical Corps, a gentleman eminently qualified for the service. The foe in war, is doing all to fortify and strengthen her- canal, when completed, will afford a continuous in-

#### MISCELLANY.

From the Boston Mercantile Journal. SIGNAL ROCKETS FOR DETERMINING DIFFERENCES OF LONGITUDE.

MR. SLEEPER: Relying on your well-known zeal to forward any work that promises to facilitate commercial intercourse, I take the liberty of sending you for publication, some remarks of Capt. W. F. W. Owen, of H. B. M. surveying steam-frigate Columbia, relative to his method of determining differences of longitude in coast surveying by means of signal

During the recent visit of the Columbia to this port, I had the satisfaction to witness the precision with which these observations are made; and it struck me that they might be advantageously introduced, in conjunction with celestial observations for the latitude and chronometric differences, for the same purpose, along our extended coast, and would afford the means of a ready and safe reconnoissance for the immediate use of our navigators.

No one, however, who has considered the subject, would desire that these methods should supersede, in detail, the more exact, but of necessity slow, operations of triangulation.

Yours, truly,

W. C. B.

APPENDIX TO A TREATISE ON THE THEORY AND PRACTICE OF NAVIGATION.

In a late re-publication of Mr. M. Mackenzie's Treatise on Marine Surveying, by the Hydrographer to the Honorable the East India Company, Mr. Hors. burg, at page 174, a reference is made to my authority for a method of finding the differences of longitude between places not very remote from each other, by some measure mistaken me, by supposing it necessary to compare the clocks or watches together at one station, and there to obtain their respective, actual, and relative rates, which is altogether superfluous, and as I am of opinion that such phenomena furnish excellent means for the improvement of geography and the geodetic art, I am induced to offer the following remarks:

On the use of certain artificial phenomena, to note the same instant at two or more distant places, for the purpose of deducing their relative longitude from a comparison of the times at those places.

The use of celestial phenomena, for determining the relative longitudes of places on the surface of the earth, is too well known to require any elucidation; for my present purpose, however, it may not be superfluous to observe, that their use is merely to note the same instant of absolute time at the places whose relative longitudes are required. The ends of geography and navigation, would, therefore, be much furthered, if such phenomena happened so frequent. ly as to render observations of them more readily, and more frequently attainable. At present the eclipses of Jupiter's satellites and the situation of the moon relatively to the sun or stars, are the only means in use; and the want of simultaneous observations, or of perfect tables of those particulars to hundred feet of distance in latitudes above 45°.

show the exact time of their falling out at any particular point of the earth's surface, (Greenwich, for example,) added to the difficulty of observing them with accuracy, renders the results of such observations for longitude but approximations to the truth, and therefore not at all available for geodetic purposes.

Many years ago, the sky rocket suggested itself to me as eminently calculated for such a purpose within limited distances, and when a prisoner of war at Mauritius, I had an opportunity of witnessing their use as signals to a much greater distance than I had before imagined possible, and which, in my opinion, fully demonstrated the possibility of using them for geographic purposes. At Mauritius rockets were used to warn their vessels approaching that island and Bourbon, of the presence and situation of the British cruisers. These were commonly seen from island to island, or thirty leagues, and notwithstanding the land of both islands is extremely high, so to be seen in clear weather more than twenty leagues, yet it was the constant practice of the French vessels to get sight of the rockets before they made the land. It being thus demonstrated that rockets properly constructed may be seen clearly at such immense distances, it naturally occurred, that if the instant of their explosion could be marked. either by the sudden extinction of light, or by a sudden blaze or flash, that they might be used for determining differences of longitudes between places not exceeding sixty leagues asunder, in favorable weather, with the probability that an error in time could not exceed half a second, or not more than seven hundred feet in the whole distance.\*

During my survey on the Lakes of Canada, I caused an experiment to be made with six half poundartificial terrestrial phenomena; but as Mr. H. has in ers, or common signal rockets, to be observed from two stations thirty miles asunder; the result of which gave the differences of time by four of them within a half second of each other; the times by the fifth differed a second and a half, and the other was not noted at one station. The result of this experiment induced me to take measures for using the rockets in the survey of the coasts of Lake Erie, where their use would have been completely exemplified, had I not been recalled as we were in the act of commenc. ing our operations there. No doubt, however, can exist, that rockets might be so constructed as to answer such purpose perfectly, within the limit of eighty or a hundred miles, so as to obtain the differences of time within a portion of a second, particularly if aided by any mechanical means of subdividing a second into smaller portions of time.

In nautical surveying, the rocket may be used with peculiar advantage in many cases, since very long bases could thus be measured astronomically with great expedition, ease, and accuracy, in all situations, so as to embrace in a few observations the whole extent of operation. Whereas, when geodetic operations are continued from short linear bases, very much labor and pains are requisite, as well as time, and continued accuracy of observation, to prevent

\* Subsequent experience has proved that errors in the intervals thus measured, cannot, with proper care, exceed 0. 2. or three the accumulation of errors, both in distance and direction; which las, indeed, cannot be preserved in operations continued to any distance, without the aid of astronomical observations and abstruse calculation.

This use of the rocket, therefore, affords a ready means of tracing the extent of a country, and its most requisite features only, with great case and accuracy, without the necessity of building a system of triangles, which roquires so much time and labor.

At first view, however, it may be supposed that the timekeeper, unassisted by such a device, furnishes, a more ready method of performing the same thing; but, unfortunately, it is found in practice that such nice instruments can rarely be moved by land carriage without altering the rate, and at every station much time is necessarily required to examine it, and after all, its results are merely the results of probabilities; this reflection, however, is not meant to detract from the use of timekeepers on ship-board, where their rates can more safely be relied on, nor for the general purposes of geopraphy, where extreme accuracy is of less importance.

On the same principle, other methods may be devised for obtaining the same end, which may in their use depend more or less on the the topography of the field of operation; for example, Argand's lamps and reflectors being so placed at an intermediate point that their light may be seen from the station whose relative longitudes are required, and a hood so suspended as to eclipse, or to show it by an instantaneous operation, observations may be multiplied by these means to any proposed extent, by any required number of repetitions; this method by a fixed light, has the advantage that it may be view ed through a fixed telescope with extreme precision, and thus appears to offer means of obtaining the measure of a degree of longitude in combination with geodetic operations with more facility and certainty than any other; on the other hand, however, it requires more preparation and arrangement than the rocket.

An example taken from the Connaissance des Temps, for 1810, will show to what extent this method by lamps and reflectors might be used. It is observed by the mathematicians employed in measuring arcs of the meridian, that, owing to the very great distance of Formentaria from the southern coast of Spain, they were obliged to have recourse to Argand's lamp and reflectors, and to night observations, to connect that island by triangulation with the coast of the continent, and that one side of one of these triangles measured one hundred and sixty thousand metres, or about twenty-eight leagues. It is therefore possible so to arrange such lamps as to be seen at the same instant from two places fifty-six leagues as under.

The common blue light or false fire used on shipboard for signals, offers a similar method for ascertaining differences of longitudes within more limited distances, by noting the instant of extinction; and I had at one time arranged for a set of experiments with them for this purpose, which, however, circumstances prevented from being carried into execution. Common fires may also be similarly used in hilly countries.

And it may not be improper to suggest the possibility of using accidental meteoric phenomena for the same purpose.

The only article on the subject that I have seen in print, is to be found in the *Traite de Geodisie*, by L. Puissant, published in quarto, at Paris, 1805, at page 299, from which the following is extracted:

"An instantaneous terrestrial phenomenon, which could be seen from two different places, might be substituted with advantage to celestial phenomena. If from a very elevated situation during a clear night flashes of light were produced, at several times, by firing small quantities of gunpowder, and if two observers (each furnished with a clock at the places between which the difference of longitude is required,) observed the instants when the flashes were seen, the mean of the differences of all the corresponding times, by the two clocks, regarded similarly will be the difference of longitude required; and the time when the same flash was seen at both stations, must be absolutely the same for places near or distant, owing to the extreme celerity with which light moves. Either by this method or by the aid of chronometers, the relative situations of two neighboring islands may be fixed, that cannot be connected by triangles."

It only remains to observe, that the number of stations are not necessarily limited to two, but that the same phenomenou may evidently be observed from an indefinite number of stations at the same instant, by which all their relative situations might be obtained.

It is possible, if the attention of the Board of Longitude were directed to this subject, that it might recommend some inducement to be offered to artists to perfect rockets for such observations, and to contrive mechanical means for common use, for obtaining smaller divisions of time than the second of a minute; and also, that experiments of the methods herein suggested should be tried between some convenient and known stations, to show how far they may be practically useful for the perfection of geography.

W. F. OWEN.

CAMBEN Town, January 1st, 1820.

PAINE'S TELEGRAPH.—Mr. Paine has furnished the Wordester (Mass.) Palladium with the following description of the powerful telescope which he is now constructing at his place of business in the adjoining town of Leicester:

CLAPPVILLE, August 7th, 1843.

DEAR SIR: In compliance with your request, I forward you a description of the instrument we are now constructing. On a solid piece of masonry, thirty-six feet square, a circular rail of nine feet radii is laid. A platform of cast iron, circular in form, and twenty-eight feet in diameter, supported on twelve wheels of four feet diameter, traverses this tail. On this platform the tube of the telescope is elevated; the platform, as you will perceive, being so constructed as to enable the manager of the instrument

beavens in a horizontal line. The rotary motion is given to the carriage by the action of a pinion in a rack rail beneath the platform; the power is given the pinion by a differential screw, acting on a wheel whose shaft passes through the pinion. This arrangement obtains a slow and steady movement, and so great is the power of the hand wheel (attached to the differential screw) that ten pounds suspended to its arms will give a motion to the entire instrument, whose weight will be nearly eight tons. Ten feet from the edge of the platform an opening, five feet wide. extends to nearly its centre; from the outer edge of this opening an inclined plane descends at an angle that would square the radius of the curve of the instrument while being elevated from a horizontal to a perpendicular line, thus enabling the observer to maintain the same angle of vision when viewing the planet in the zenith as in the horizon. On each side of the above mentioned aperture rise two cast iron supports, resembling the sides of a heavy gun carriage. These supports receive a cast iron frame work, which holds the power end of the tube and forms the centre of the arc described by the tube in passing from a horizontal to a perpendicular position. Another cast iron frame work, whose area at base is twelve feet, whole apex five, and whose height is twenty-four feet, rises from the platform, the centre of its square at the top being perpendicular to the centre of the platform. On the top of this elevated frame work a grooved purchase wheel is rigged, over which passes a cable, one end of which is attached to a concentration of braces on the tube, the other passes round a drum which is worked in the same manner as the revolving platform, (by a differential screw.) By this apparatus the tube, which is made from thick Russia iron, and is forty-eight feet long and four feet diameter, is raised to any required angle. In the power end of the tube a concave mirror of forty-six inches diameter and forty feet focal length is placed, having an aperture in its centre of six and one half inches, through which pass the lens tubes containing Aplanatic, Achromatic, and Menicus lenses, six and one quarter inches in diameter. In the foci of the large mirror just mentioned, another mirror fourteen inches diameter and thirty wix feet focal length is placed, from which adjustment screws extend to the hand of the managing There are, besides, several ravinogravisedo

It is well known that aberration of rays is the result of a very high magnifying power, and this optical fact has led many to assert that distinct tolescopic action is limited to some twelve or eighteen hundred powers; for in order to obtain a highly magnified image of an object, without aberration, a combination of leases is requisite; and it is evident that the more dense a medium becomes the more faint the reflection of the image passing through it will appear. sosograd lls roi

The only part of the instrument we claim as our claims a magnifying power of eleven thousand.

to direct the tube to any particular point of the unaccustomed pen can portray of the instrument as it will appear when completed. The mirrors, which are by far the most difficult part of the work, are finished, together with the lenses, and also all the small apparatus.

I have seen a notice in your journal, copied from a New York paper, of a Refracting Telescope now building in that city, and I understand that the Cambridge Committee have decided on having the same kind of an instrument. I cannot conceive why the preference should be given to an instrument long since superseded. Perhaps some of your readers will be kind enough to give us the rationale of the choice through your columns, WY ... ... ... ... ... ... ... ...

"Yoursetruly, Hids sid of passaid toW . Me

sand to risig's autterson henry M. PAINEs er

To Mariners .- Stockholm, September 22, 1843. The Royal Academy of Navigation, in accordance with the previous publication of the 10th of June last year, and the 17th of March this year, and with the printed notices of Swedish lights published the first named year, maketh known for the guidance and information of navigators, that, First, the new lighthouse on Morups Tange, situated in the Cattegat, in latitude 56 35 12 N, and longitude 30 31 36 E of Forros, or 12 26 36 E of Greenwhich, one mile [Swedish] to the N of Falkenberg, is now ready, and that a fixed lintel light of the second class, lighting all around the horizon, is placed in the same. The lighthouse will also serve as a good wark by day; is 70 feet high up to the roof, and the light is 95 feet above the level of the sea, and can be discerned in clear weather at a distance of three and three ouarter German miles. Second, that the rebuilding and alteration of the lighthouse at the Kohl, from a coal to a reverbatory light, will also be effected without delay. This light, which will have the same elevation above the level of the sea, as the old coal light, will be a revolving one, the time of its revolution being eight minutes; during which time it will emit a strong light four times, of thirty seconds duration each, with intervals of darkness of one and a half minutes duration. Both these lights will be lit for the first time the evening before the 1st of November next, and will from that time be kept lighted the same as the other lights in the kingdom, in conformity with the regulations.

CANAL STEAMERS .- As every thing in the steamboat way, calculated for canal navigation, is interesting to the people of this State, we are induced to mention one fact. The steamer Pioneer, built in New York, is 78 feet long, 14 feet beam, and drawn three feet water, when londed with 40 tons weight. and is of iron. She is owned by Mr. Worthington, a gentleman of large fortune, whose enterprising and. scientific disposition has induced him to build four of nothing occurs to prevent, the cataod elitil head

The Pioneer has just made a voyage (as an experiment) to Columbia and Lancaster and back, passing own is the form and combination of the lenses, which, through the Chesapeake and Delaware and Tide so far from being limited by eighteen hundred powers, Water Canals: She is worked by two Erickson propellers, fixed in-advance of her bow, and from their I have given you as concise a description as my action not only open the water for the bow, but also

sends it to the stern, where it supplies the vacuum. caused by the passage of the boat, and prevents her from washing the canal banks, in this respect possessing an advantage over boats with the propellers at the stern. The cylinder of this boat is 14 inches in diameter by 22 inches stroke of the piston, and is never worked by over sixty pounds of steam. Her time from hence to Delaware City, stemming the tide from Newcastle, was precisely five hours, and her running time, including lockage, from this city to Columbia was twenty-seven hours. On her return trip, her time up from Delaware city was five hours ten minutes, having a head tide until she passed Newcastle. Two much praise cannot be awarded to Mr. Worthington for his skill and perseverance in carrying into successful operation a plan of boat conceived wholly by himself. His four boats are now profitably employed between New York and Lake Champlain .- Philadelphia North American.

ERICKSON PROPELLERS.—The Charleston papers state that two steam-schooners, the Eagle and the Lion, arrived at that port on Tuesday morning from Norfolk, Va., on their way to Mobile, both of which are propelled by Ericsson's propellers, and completely rigged as fore and aft schooners, and can be manrequire. They are about 180 tons burden, with engines of 30 horse power, and in moderate weather move at the rate of eight miles per hour. They are both intended to run as freight boats between Mobile and New Orleans.

NEW CHANNEL AT SAVANNAH .- The new channel This channel takes almost a straight direction from death shall be kept strictly private .- N. Y. Sun. the bend of the river below the city, to the lower point of Fig Island, and thence continues until the current of Back River is met. A vessel must keep Fig Island shore close aboard, until she gets down to the point of the island, then steer for the Back River, leaving both buoys, placed by Capt. Day of the cutter, below the island on the starboard side.

FLOATING BATTERY AT N. Y .- For some months past, many inquiries have been made, and without success, to ascertain the object of the movements toward improvement now going on at Hoboken, a short distance above the ferry landing. Although the intention has been to keep the whole affair entirely concealed, we are gratified at receiving permission to make it known, in general terms, to our numerous readers. Government has for once undertaken thoroughly to test a new invention, without waiting for private enterprise to reduce it to an every day affair, If nothing occurs to prevent, the citizens of New York will soon be presented with a means of defence for their harbor, which, being complete within itself, will render almost useless the present lines of forts. and for that purpose a basin or cofferdam is now judicial to health."

being constructed at Hoboken, the interior of which is to be three hundred by one hundred and thirty feet.

In this basin is to be built a ball and bomb proof steam floating battery, about sixty feet wide by two hundred feet long, propelled on the screw plan, and capable of being governed with all the ease of a steamboat, while its great speed will not be the least of its good qualities. It is its peculiar construction, more than strength of build, which will render it impervious alike to cannon ball and bomb shell; the rapidity of its movements will enable the commander to take advantage of any desirable position in action. The armament will be heavy, but the light draught of water will enable it to approach any desirable point without difficulty or danger. When finished, the coffer dam will be dug away, and this thing of life will move out of its dock, not showing the least means whereby it moves. and without a single person being seen about it, while in reality a powerful steam engine is at work within, and hundreds of persons are safely concealed there, ready to deal out death and destruction upon an enemy alongside, or miles off.

The cost of perfecting this fearful engine of war, will probably exceed three quarters of a million of aged either by steam or sails, as the occasion may dollars. The whole undertaking has been planned by our distinguished fellow citizen, Robert L. Stevens, under whose immediate superintendence it is being carried out. Mr. Corwin, the celebrated dock builder, is intrusted with the construction of the dams and piers. Machine shops of brick will be constructed alongside of the dam, where all the requisite machinery for the vessel will be perfected, and placed has been put to the test, and found to be of service. on board by means of a circular railway surrounding One of the pilots took the ship Othello through on the dam. The vessel will be completed in two or the 15th, without touching. The depth of water on three years; and, in the mean time, it is intended that the wrecks at the time was twelve and a half feet. the mode of constructing this powerful engine of

> ENCROACHMENTS .- Major Long, U. S. Top. Eng., whose attention has lately been directed to the action of the water on the Illinois shore of the Mississippi, opposite the mouth of the Missouri, has informed the editor of the St. Louis Era that the river has, within the last year, cut away about two hundred yards of the bank, leaving only about one thousand yards to connect the Mississippi with the low grounds of Long Lake. There are, besides, several ravines which head nearer, and into which the water from the river passed last spring, and by this channel to the Lake. The editor of the Era remarks:

"If this destruction of the bank should continue for two or three years, it is certain that so much of the water will pass into the Lake as to inundate the whole American bottom, from its extremity, at the mouth, to Kaskaskia. It will require very little calculation to show, that 200,000 acres of the richest land in the world will thus be lost, for all purposes of cultivation, and its injury to St. Louis will be incalculable. Communications, during periods of high water, with One of the steam batteries of which we gave a de the eastern section of Illinois, will be cut off, and the scription at the time of its invention, is to be built, submersion of such an extent of country must be pre-

#### Communication.

#### "FOREIGN MILITARY SCHOOLS AND ARMY ORGANIZATIONS."

The articles published in the Chronicle under the heading of " Notes on foreign military schools and army organizations; in the year 1840," have been attracting much attention. The collection shows great industry on the part of the compiler, and for the information conveyed due acknowledgments should be made. But the application he would make of the facts he has presented is, in our humble opimon, evidence that he understands the military polity and condition of other countries better than those of his own; and that, in his partiality for abstract systems, which in themselves are very good, and which, when circumstances will admit of their application, produce great benefits, he has failed to perceive their unfitness for a military establishment like ours.

Let us, by way of illustration, consider one or two of the points to which he has referred; and first, the control of the Military Academy. After going very far out of his way to make a supposition as to what would be the character of the superintendent if chosen from the line of the army-a supposition hardly admissible under any circumstances, but peculiarly absurd in this particular case-he winds up with the following sneer:

"What mighty improvements may we not anticipate from his administration as superintendent of the Military Academy! His own military knowledge being limited to the details of drill and parade, (if by good luck he knows even that much,) how admirably qualified he must be to direct the course of instruction in the higher branches of military science. How much wanting in wisdom and foresight were President Madison and his advisers, when they arranged the organization of the Military Academy, to limit the selection of its higher officers to the most distinguished graduates of the school itself, and thus effectually remove the possibility of any other person ever intriguing himself into the situation. In this respect they modeled the Academy (but oh, how unwisely!) after the best institutions of the kind in Europe; the selection of the directors of these schools being always confined to one, or at most two, corps of the army, these corps being more immediately interested in the honor and prosperity of the schools, political intrigue is thus very much limited, if not

Now, much of the control of our academy is ex. ercised by an academic staff, composed of officers of different arms of the service, and of professors and teachers selected from civil life. The military control is in the hands of officers of the line, and the selection of the higher officers of the academy is by no means limited "to the most distinguished graduates of the school itself." True, the office of superintendent is limited to the corps of engineers, but some of the statements of "An Officer of the U. S. Army" may cause impartial persons to doubt the surpassing wisdom even of that limitation. All corps of the army are equally "interested in the ho-

feel deeply any injury done to the institution by the selection of an improper superintendent. The whole point of "An Officer's" sneer lies in the statement that " in Europe the selection of the directors of these schools is always confined to one, or at most two, corps of the army, these corps being more immediately interested in the honor and prosperity of the school."

A word here in regard to "the wisdom and foresight of President Madison and his advisers." The law of March 16, 1802, enacts that the corps of engineers shall constitute the academy, and shall be stationed at West Point, and that the principal engineer, and in his absence the next in rank, shall have the superintendence. The law of April 29, 1812, states that the academy shall consist of the corps of engineers and certain additional professors, constituting an academic staff. There is no provision that the selection of the higher officers shall be limited to the most distinguished graduates of the school itself, as "An Officer" asserts. The superintendence is continued in the chief engineer by implication, as there is no express action on the subject, but, unfertunately for the position of "An officer," this law, approved "by the wisdom and foresight of President Madison and his advisers," enacts "that so much of section 26 of the act of March 16, 1802, as confines the selection of the commander of the corps of engineers to the said corps" is repealed.

In addition to the reason already given why the rules for foreign military schools do not apply in the case of our military academy, we will give another from the "Notes" (Page 619.) "No one can look at our military organization without being struck with the anomaly of the engineer arm having no troops." There "is no army in Europe that exhibits so glaring a defect." The articles of war prohibit the engineer officer assuming any duty beyond the line of his immediate profession, or being ordered on such duty. Of course then, he cannot under any possible circumstances exercise military command. By what possible chain of reasoning an officer in the position the engineer is thus placed, cap be considered the best fitted to assume the chief control and direction of a military establishment intended to furnish officers to all corps of the army, is beyond the comprehension of an ordinary understanding. Does "an officer" imagine that the art of controlling men, the customs of service, and the peculiarities of the different arms, are natural gifts of engineer officers? Or does he consider all such things of too little importance to be worthy of regard? The object of the military academy is to furnish the whole army with good brevet second lieutenants, not miniature generals or planners of papers campaigns, and the officer who can best succeed in furnishing well qualified young men for the different branches of the service is best adapted for the superintendence of the institution. We have given but little attention to this subject, but it seems to us that when "a mere sailor is selected for the law officer of Government" or "a mere soldier to direct the finances," or "a mere politician for a family physician;" then, and not till then, nor and prosperity of the school," and all corps would will a mere engineer who "enters his corps without

the elightest acquaintance with the tactics, organization, or practical field duties of his own particular arm of service" even, "who has no means of supply ing the deficiency afterwards," and who is not subject to ordinary military control, be the best qualified for the office of superintendent of the military academy.

As regards another subject-promotion, "an officer" seems much attached to European systems, many of which he refers to that of his own country. Here again, he has, in our opinion, lost sight of the peculiar condition of our service. He admires greatly the naked plans brought before him, and, without an instant's reflection, would apply the most plausible of them to our army. In our service we have no regimental or post libraries, and, in the line at least, no large surplus of pay upon which the subaltern can draw to provide himself with the necessarily expensive works that would be required for a military library. The regiments are cut up into small detachments; the officers scattered hither and thither, kept constantly on the move, almost without the means of improvement, and nearly beyond the possibility of collecting them. They are moreover subject to influences such as the comparatively settled staff officer is free from. Under these circumstances many would have advantages not possessed by others, so that it is very doubtful, even if impartiality and "a competent board" could be obtained, if the really deserving and industrious officers would be the one to profit by them.

As to the proposed system of promotion, based on merit, it sounds well, but cannot, under existing circumstances, as we firmly believe, succeed. If an officer is not qualified for the performance of his duties, let him be dismissed, particularly if the disqualification arises from national incapacity or from wilful neglect. If it arises from wounds or diseases (contracted in service) or the effects of age upon the man who has devoted a long life to the profession, let him be placed on a retired or pension list-and until the time when such list shall be created let him remain a dead-weight upon the service. The system should suffer for its own imperfections, and the country should not expect the greatest benefits, from an imperfect organization, which it refuses to impose. But if the employment of political influence is to be introduced generally into the army, if sycophancy and intrigue are to be encouraged "by authority;" if injustice and consequent divisions are to be sown broad east over the service, then adopt any other system than that of seniority. The remarks of "an officer" respecting certain appointments in favored corps, and a slight examination of the fruits the brevet system is bearing, tend to show that the system of seniority abandoned, the definition of the word selection-will be interest. e ken

Whilst there is, on the part of many officers of the army a disposition to overcome the obstacles thrown in their path, and to acquire, so far as their limited means and opportunities will permit, an extended knowledge of their profession, it is unfortunately but too true that there is to a certain extent an apathy on the part of others in regard to these branches of the military art which do not come within the range | enemy, areas lis but ", loods out to viriousout L. too

of their appropriate duties. But this apathy is not occasioned by dissatisfaction with the system of promotion, on the part of the junior, or imbecility on the part of the senior officers. It is owing more, much more, to the systematic efforts of some corps, to elevate themselves at the expense of others, in which, from their position, they have, unfortunately, partially succeeded. Owing to the advantages of this position, they have been able to thwart the attempts of "senior officers" to improve their subalterns in such practical studies and pursuits as would be advantageous to themselves, and useful to the country.

The complacency with which "an officer" urges the "superior qualifications and intellectual attainments" of the better paid class of officers; the grave earnestness with which he assumes for them " all the respectability and all the talent;" the naîve manner in which he asserts that "the pay gives dignity and character to the office;" and the facility with which he quotes scripture to prove that some corps of the army should be better paid than others; are too amusing to be quarrelled with. I yow and to the ust play

In conclusion, the writer would say that for his own part he would not object to his brethren of the staff corps receiving double the pay they now do, could such an increase be made without injury to the rest of the army. He considers all the branches now existing necessary to a well organized military establishment, and has no objection to any one branch enjoying advantages or privileges, if they are not acquired at the expense of the rest. But he thinks there is just cause of complaint in the course pursued by the collector of these "notes" in relation to those parts of the army, with which, if he is not mistaken, "an officer" is not connected. The recklessness with which he charges the officers with a tendency to adopt vicious habits; with a total want of professional knowledge, with systematic evasion of their ordinary duties, and with a seeming determination to render themselves and others as useless and idle as possible, evinces neither sound judgment nor good taste. Such charges were unlooked for, uncalled for, and unjust. If they are intended to apply generally to the officers of the line, as one would be led to suppose from the manner in which they are madethey are unfounded. If brought forward, merely for the purpose of establishing a theory or supporting a position, they are disingenuousness. If offered with no such motive, but in good faith, they give evidence of an unamiable disposition, and a spirit of detraction of which it would be well for their possessor, to rid himself; and that without delay. smile thereby h

The army is not so firmly established in the affictions or interests of the people or their representatives, that its different branches can afford to quarrel with each other. Their united efforts are required to maintain themselves, and if the writer has for a moment left the line of proceedings that such a state of things would indicate as the proper one to pursue, it is that "an officer" may perceive that all the cotos, are more or less open to attack, and that dissensions can only hasten a general assault from the com noníŁ.

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#### WASHINGTON.

#### THURSDAY, NOVEMBER 30, 1843.

Having been several times written to respecting the "Quarterly Army and Navy Registers," we would state for the information of all, that we have no more to do with those publications than has the editor of the Arkansas Intelligencer. They are published by Mr. B. Homans; by whom, no doubt, all orders will be promptly and thankfully attended to.

Communications, to insure insertion, must be accompanied by the name of the author.

To Adelaide. The lines having already appeared elsewhere, the one to whom they are addressed will probably see them without their insertion in the Chronicle.

THE BRIG ZEBRA. We stated, a short time since, that a petition to the President of the United States had been prepared by the Boston Marine Society, and signed by the members and many merchants of this city, relating to Capt. Thomas and Mr. Curtis, master and mate of brig Zebra, of North Yarmouth, supposed to be imprisoned at Gonaives. We learn that a reply has been received from the Department of State, which states that "Commander Gardner, of the U. S. brig Lawrence, who is about to leave Nortolk for the West Indies, has been directed by the Navy Department to proceed to Gonaives, and, if the master and mate of the brig Zebra should be detained and still imprisoned, to inquire into the cause of such detention and imprisonment, and to communicate with Mr. Usher, commercial agent at Cape Haytien, upon the matter. It is to be hoped that such investigation will result in their speedy release .- Boston Mercantile Journal.

PRESENTATION OF A SWORD .- We saw on Monday a sword of much excellence, a better aid ne'er itself upon a soldier's thigh sustain. It was ordered by the Legislature of Maryland for Captain Webster, who, in 1814, commanded one of the small batteries below Baltimore, by which the enemy was so annoyed that he failed in his attempts upon the city. Mr. Thomas Fletcher, of this city, was applied to, and Mr. Bennett, in Minor street, made the sword for him. It is of a beautiful form, with heavy gold and mounting. The blade is etched on one side, with the following inscription: "Presented by the State of Maryland to Captain John A. Webster, for his gallant defence of the battery committed to his charge during the memorable attack against the city of Baltimore, September 12, 1814,"

On one side of the hilt there is an inscription, "Filib forti et fideli. Maryland dedit. John A. Webster." On the other side is a coat of arms of

The workmanship of the sword reflects credit on the skill of Captain Bennett; and the cost (\$400) denotes a liberality in the Commonwealth that presents it. But twenty-nine years is an awful time to wait for a token of approval.—U. S. Gazette.

# Naval Intelligence.

#### U. S. VESSELS OF WAR REPORTED.

Steamer Poinsett arrived at New Orleans on the 8th instant, from Pensacola. After completing her repairs the Poinsett will engage in the survey of the coast of Florida.

The following is a list of her officers:

Lieutenant Commandant, Raphael Semmes.

Surgeon, John C. Spencer.

Passed Midshipmen, Edward Higgins, John Guest,

Henry Rodgers.

Engineer, Gilbert Sherwood.

Master's Mate, Charles F. Cady.

Commandant's Clerk, F. W. Spencer.

Purser's Steward, John W. Peyton.

Passenger, Chester Newell, Chaplain U. S. N.

Schooner Flirt sailed from Galveston on the 16th ultimo for Vera Cruz.

Brig Truxtun at Smyrna September 21, for Con-AFRICAN , SQUARRON -- Drig Porpose , selected

Home Squadron.-Sloop-of-wat Falmouth, from Boston, arrived at Havana, October 20. All well.

Brig Boxer sailed from Pensacola the 8th instant, for Norfolk.

Sloop-of-war Vandalia at Havana 9th instant.

Brig Somers arrived at Key West from Havana the 10th instant, and sailed for Matanges the 15th,

MEDITERRANEAN SQUADRON .- Frigate Congress, from Alexandria, was admitted to partique at Malta on the 5th ult., having been the first vessel to fall under the advantage of a reduced quarantine, which, with a clean bill of health, is now only twelve days.

Sloop-of-war Fairfield arrived at Gibraltar October 1. All well. The tollowing is a list of her officers: Commander, Samuel W. Downing.
Lieutenants, Charles G. Hunter, William Leigh, Charles F. M. Spottswood, Stephen Dod.

Surgeon, J. Frederick Sickels; Assissant Surgeon, Oscar F. Baxter.

Purser, Samuel Forrest.

Acting Master, Stephen D. Trenchard. Professor, Mark M. Beecher.

Passed Midshipman, Henry Rolando. Midshipmen, Richard M. Cuyler, Henry O. Porter, John L. Davis, John McLean Murphy, Edward Y. McCauley, Joseph D. Danels, George H. Bier, Alexander R. Simmons, 1 to .328 ard . W

Captain's Clerk, Thomas Hale, and bound al

B atswain, William B. Forrester. All of Knunolf

Gunner, Wilham Arnold.

Carpenter, William D. Jenkins. Sailmaker, John Burdine, touttenood lavel and A

Flag-ship Delaware sailed from Mahon September 24, for Napies.

BRAZIL SQUADRON .- Flag-ship Columbus sailed from Rio Janeiro for Montevideo 8th October. 10 111

Sloop of-war John Adams at Rio 10th October.

East India Squadron .- Sloop-of war St. Louis at Rio Janeiro 10th October, to sail soon for the East ashington, aged

PACIFIC SQUADRON -Schooner Shark sailed from Calao August 5th. The following is a list of her

Lieutenant Commandant, Henry Eagle.

Lieutenant Commandant, Henry Eagle.
Lieutenant, Wm. H. Brown.
Passed Midshipman, Alexander Murray.
Assistant Surgeon, William Grier.
Midshipmen, J. L. S. Beckwith, James Higgins,
Frederick A. Hallett, William Nelson.
Captain's Clerk, T. E. Cohen.

Store-ship Erie at Calao, August 5. List of fficers: Lieutenant Commandant, N. W. Duke.

Lieutenants, Francis E. Barry, William E. Le Roy.

Surgeon, Ninian Pinckney,
Purser, Thomas E. Norris,
Acting Master, John Rutledge.

Passed Midshipman, John P. Decatur.

Midshipmen, Walter O. Crain, Stanwix Ganse. voort, George M. Ransom.

Boatswain, E. Chamberlain.

Store-ship Relief at Calao, August 5th. Officers: Lieutenant-Commandant, Isaac Sterrett.

Lieutenant, Richard W. Meade.

Passed Midshipman, Wm. L. Blanton.

Purser, Edward Storer.

Midshipmen, Francis S. Conover, William F. Spicer.

Captain's Clerk, G. S. Byers.

Sloop of-war Cyane on the coast of California, August 5th.

AFRICAN SQUADRON .- Brig Porpoise at Cape Palmas 3d October; all well; to sail in a few days for Mesurado. radotaO garavall ta bayer

#### Revenue Service.

Nov. II mont la

ORDERS.

24-3d Lieut, Wm. Handy, Van Buren, Charleston. 27-3d Lieut. H. N. Tracy, leave one month, on the expiration of which, to report for duty on board the Crawford, Savannah.

Nov.

APPOINTMENTS.

-John Miller, boatswain, steamer at Pittsburg. Jas. Rankin, gunner, steamer on Lake Ontario.

Moses Adams, gunner, steamer at Pittsburg.-W. G. Foster, boatswain, Morris, Portland.

20-Benj. Mitchell, gunner, Morris, Portland.

-William Handy, 3d lieutenant.

29-Henry Ward, gunner, Taney, Norfolk.

## Marriages.

In Augusta, Ga., on the 9th instant, G. S. TAL-COTT, Lieutenant Ordnance Corps, U. S. army, to Miss CATHARINE JANE STARKE, daughter of Major W. W. STARKE, of that city.

In Philadelphia, on the 16th instant, EDWARD P. Borden to Mary Jane Luff, daughter of the late Captain Charles Hopkins, U. S. army.

In Philadelphia, on the 20th inst., JCHN SOUTH. ALL, Naval Constructor, to Miss MARY ECK, both

of Southwark.
At Troy, N. Y., on the 23d instant, Captain ED-MUND SCHRIVER, Assistant Adjutant General, U. S. A., to HARRIETTE LOUISE, only daughter of the late NATHAN WARREN, Esq., of Troy.

#### Death.

At the Arsenal, Washington, aged one year, ANN BLACKBURN, daughter of Major John Symington, U. S. Army.

#### Nov. ARRIVALS AT WASHINGTON.

22-Capt. S. M. Plummer, A. Q. M., Fuller's.

-Major R. B. Lee, Com. Sub., Dr. Washington's. Lieut. Col. J. Garland, 4th infy, Fuller's. Capt. R. Anderson, 3d arty, Fuller's. Lient. T. L. Brent, 4th arty, W. Brent's. Lieut. J. P. Garesché, 4th arty, Fuller's.

OFFICE OF U. S. CLOTHING AND EQUIPAGE, (
Philadelphia, Nov. 25th, 1843. (
SEALED PROLOSALS will be received at this office, until 10 o'clock, A. M., of the TENTH DAY OF JANUARY NEXT, for furnishing by

contract, the following Army Supplies and Materials, deliverable at the United States Clothing and Equipage Depot, Schuylkill Arsenal, in equal monthly proportions, on or before the 1st day of July, 1844,

4,000 Army Blankets, 64 feet long, 5 feet wide,

weight 4 lbs.
35,000 yards 6.4 Sky Blue (twilled) Cloth.

10,000 ... 6.4 Fine Blue

1,000 " (water proof.) 6.4 50,000 " 7.8 Flannel, Cotton and Wool.

3.4 Canton Flannel. 30,000 ...

6,000 " 3 4 Bleached Cotton Drilling.

10,000 \*\* 3.4 Unbleached " 44 5,000 4 7-8 300 6 1 , 6 1 / 3 6 1 Dates

5,000 " . 14 Shirting. 44 78

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4,000 Uniform Caps, Dragoon and Infautty. Hair Plumes, Red and White.

Bands and Tassels for Dragoons. Metal Cap Equipments for Dragoons, Artillery and Infantry.

Pompons, Artillery and Infantry.
Shoulder Straps, Artillery and Infantry.

" (brass) for Dragoons.
Epaulettes, N. C. S., Artillery and Infantry.
Worsted Sashes, Crimson and Yellow.

" Binding and Cord of all kinds. Buttons, Dragoon, Ordnance, Artillery and Infan-

try, vest. Infantry, coat.

10,000 pairs of Laced Bootees, 3 sizes (large.) 2,800 doz. pairs Woollen Half Stockings, 3 sizes. Colors - National.

Regimental, Artillery and Infantry.

that unprisonte ent, Camp,

Felling Axes. And af orer 11 . This is self noque

Hatchets. Spades.

Drums, complete, Artillery and Infantry. Casks for I year, from 1st April next.

All of which must be of domestic manufacture, and must conform in quality, and all other respects, to the standard patterns, sealed in this office, by which all supplies furnished on contracts will be tested, samples of which for woollen and cotton cloths will be sent by mail, with any additional intormation upon the subject, which in y be desired by manufacturers wishing to offer proposals.

Contracts will be based upon accepted proposals : for the faithful tulfilment of which two or more securities will be required. Letters containing proposals should be endorsed, " proposals to furnish supplies and materials," and addressed to

HENRY STANTON, Assistant Quartermaster General,

Nov. 23-wtJan. 10. A RMY AND NAVY CHRONICLE, for five years-from 1836 A to 1840—ten volumes, half bound, and unbound; for sile, at \$12 50 per set, in sheets, or \$15 per set, bound. Any volume or number may be had separately.

Jan. 19—tf B. HOMANS. MILITARY LAWS OF THE U. S., Compiled by Col. T Per copy. For sale.

B. HOMANS. MILITARY AND NAVAL MAGAZINE for three years-from 1833 to 1836, six volumes-bound and unbound, for sale at a very reduced price, by
Jan. 19-tf
B. HOMANS.

TPRINTING of every description promptly and neatly executed at this office.

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